

2297

Diag. cht. No. 5530-3

Form 504 Rev. Dec. 1933 DEPARTMENT OF COMMERCE U.S. COAST AND GEODETIC SURVEY R. S. PATTON, DIRECTOR	
DESCRIPTIVE REPORT	
Topographic Hydrographic	Sheet No. 2297
State California	
LOCALITY	
San Francisco Bay	
Bluff Point Speed Course	
1897	
CHIEF OF PARTY	
A. P. Osborn	

U. S. GOVERNMENT PRINTING OFFICE: 1934

2297

All communications should be forwarded
under cover to the "Superintendent U. S.
Coast and Geodetic Survey Washington, D. C."

COPY

To accompany-

Treasury Department,

Office of the Coast and Geodetic Survey,

Washington, D. C., July 2, 1898.

Mr. O. H. Tittmann,

Assistant in Charge of Office,

Hyd. Sheet

Reg. No. 2297

Sir:

In reply to accompanying letter of Acting Hydrographic Inspector calling for a descriptions of stations Etta, Mary, Wheeling and Gedney on San Francisco Bay, I have to say that no descriptions are on file under these names. A copy of descriptions, by Lieut. Comdr. Osborn in connection with his speed trial course of 1897, of his four North and South Range signals is herewith furnished.

Respecting this trial course the records and computations were looked up and tested. They show that the co-operation of the Hydrographic party with that of Assistant Dickens was defective with respect to names of stations. Station Red Rock was identified with Molate Island; Rich or Richmond Tip was identified with the new station Richmond Rock; the names Etta, Mary,

Wheeling and Cedney do not occur in Assistant Dickens' record of 1897 and it would appear that two and perhaps three of these stations were shifted from their original position as is shown by the angles measured by the Hydrographic party. It further appears from Mr. Hazard's examination and test computations that the length of the course resulting from Assistant Dickens' measures is 1856.2 m and that resulting from the other party's work

1856.4m, but the value 1856.2m was finally adopted by Lieut. Comdr. Osborn, as shown on his tracing No.2297. ~~It was found that the two ranges were sensibly parallel, a fact which Assistant Dickens might have known had he computed his measures.~~ The length of that indefinite measure the nautical mile as generally adopted here is 1853.25m.

Yours respectfully,

(Signed) Chas.A.Schott

Assistant, in charge Computing

Division.

*From adjusted positions of range marks
the length of the course is 1856.43 - See
1912 notes in Hazard's Computation.
C.R.D. Sept 1912*

(Copy)

The S'd Range.

The front signal is a small tripod with pole, on the front of the low part of the ridge, directly inland from the NE'ly end of Raccoon Straits. It is marked by a granite centre stone 8" by 8" projecting above ground 2" and marked U.S. Range

U. S. Range

 A hole in the centre of the stone, filled with lead, marking centre of signal.

The back signal is a tripod with 40 ft. legs and a centre pole about 30 ft. above the tripod, situated about W. 45 degrees 30 minutes S. from the front signal, a little to the N'd and E'd of the ridge of rocks above the third cut road. It is marked the same as the front signal.

(Signed) C.M.Stone

Ens.U.S.N.

U.S.C. & C.S.S. Gedney.

Approved

(Signed) A.P.Osborn

Lt. Comdr. U.S.N.

Comdg.

Copy.

Speed Course off Bluff Point, San Francisco Bay.

The North Range:

The Front Signal is a large tripod with 40 ft. legs; a center pole projecting about 30 ft. above the tripod. It is situated on a slight projecting point, just inside of the entrance of bight to S'd of El. Campo and outside of the second brick yard to S'd of El Campo. The brick yards are both abandoned and only the remains of brick, &c. mark their location. The signal is marked same as S'd range.

The back signal is at the edge of the grove on the slope of the hill on bearing W 45 - 30 S from the front signal. The signal is a small tripod with center pole about 25 ft. high from base of signal to top of pole. The trees have been cut away to facilitate the view of the signal.

It is marked same as the other signals.

(Signed) C.M.Stone, Ens.U.S.N.